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est and constructive." Something of the personal bias of the author, apparent to the reader particularly in the chapters on the federation, trades unions, and the brotherhoods, for which he has an especially tender feeling, is summed up in the closing sentence: "The conservative trades union, at the hour of this writing, stands as a bulwark between that amorphous, inefficient, irresponsible Socialism which has made Russia a lurid warning and Prussia a word of scorn, and that national social ideal which is founded upon the conviction that society is ultimately an organic spiritual unity, the blending of a thousand diverse interests whose justly combined labors and harmonized talents create civilization and develop culture."

L. B. SHIPPEE

The railroad builders. A chronicle of the welding of the states. By John Moody. [The chronicles of America. Edited by Allen Johnson under the supervision of the committee on publications of the Yale university council] (New Haven: Yale university press, 1919. 257 p. \$3.50)

Of the twelve chapters in this book, only one, the first, deals with the American railroad system as a whole, and this one contains a general summary that might have been prepared to appear independently under its caption, "A century of railroad building." The remaining chapters are devoted to the history of single systems, like the Pennsylvania, Erie, or Harriman lines, and to single problems like "Crossing the Appalachian range," and "Linking the oceans." Among them, however, most of the topics are treated that are entitled to space in a single thin volume upon the subject.

The author, a well-known railroad and financial journalist, is thoroughly in touch with the varied problems of the railroads of to-day, and knows from observation their ups and downs in recent years. He has supplemented his knowledge by careful use of the standard secondary works dealing with the earlier history of the roads, but seems not to have covered this field in independent research. The result is a piece of high-class journalistic history that avoids obvious pitfalls without gaining any special elevation of interpretation.

In the absence of the careful studies based upon original research in transportation that ought to be available and are not, Mr. Moody's volume is entitled to rank among the best of our summaries. His bibliography is sensible and his maps are good.

F. L. P.